

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,
PROPRIETOR.

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VOLUME XL.....NO. 131

AMUSEMENTS TO-NIGHT.

OLYMPIC THEATRE.
No. 524 Broadway—Variety, at 8 P. M. Close at 10:45 P. M.

FIFTH AVENUE THEATRE.
Twenty-ninth street and Broadway—Combination of music and variety, at 8 P. M. Close at 10:45 P. M.

BROOKLYN PARK THEATRE.
Fulton avenue—Variety, at 8 P. M. Close at 10:45 P. M.

METROPOLITAN THEATRE.
No. 225 Broadway—Female Varieties, at 8 P. M.

ROBINSON HALL.
West Eleventh street—Variety, at 8 P. M.

BOWERY THEATRE.
Corner of Twenty-third street and Sixth avenue—Variety, at 8 P. M. Close at 10:45 P. M.

LYCERN THEATRE.
Fourth street, near Sixth avenue—Lion and Elephant, at 8 P. M. Close at 10:45 P. M.

SAN FRANCISCO MINSTRELS.
Broadway, corner of Twenty-ninth street—Negro Minstrelsy, at 8 P. M. Close at 10:45 P. M.

BROOKLYN THEATRE.
THE TWO ORPHANS, at 8 P. M. Misses Minnie and Lillian Conway.

WALLACK'S THEATRE.
Broadway—THE RIVALS, at 8 P. M. Close at 10:45 P. M. Miss Ada Dysa, Mr. Montague.

BOWERY OPERA HOUSE.
No. 201 Bowery—Variety, at 8 P. M. Close at 10:45 P. M.

WOODS THEATRE.
Broadway, corner of Fourth street—MAZEPA, at 8 P. M. Close at 10:45 P. M.

GERMANIA THEATRE.
Fourteenth street—Soubrette Varieties, at 8 P. M.

GREAT SOUTH AMERICAN CIRCUS.
Houston street, East River—Performance at 2 and 7:30 P. M.

THEATRE COMIQUE.
No. 511 Broadway—Variety, at 8 P. M. Close at 10:45 P. M.

METROPOLITAN MUSEUM OF ART.
West Fourteenth street—Open from 10 A. M. to 5 P. M.

TRIPLE SHEET.

NEW YORK, FRIDAY, MAY 14, 1875.

From our reports this morning the probabilities are that the weather to-day will be warmer and partly cloudy or clear.

WALL STREET YESTERDAY.—The stock market yesterday underwent trifling fluctuations. The principal activity was in Erie and Pacific Mail. Gold closed at 115½. Money was easy and foreign exchange firm.

ANOTHER SHIPPING DISASTER is reported from the Scilly Isles, due, like the Schiller calamity, to the prevalence of foggy weather and bad management somewhere.

THE PAPAL AMBASSADOR yesterday paid a visit to the institutions on Blackwell's, Randall's and Ward's islands, and expressed themselves very well pleased with what they had seen.

THE TILTON AND WOODHULL LETTERS which Mr. Beecher's lawyers failed to put in evidence will be found in another column. They are likely to prove disappointing, as they are neither so clever nor so naughty as was expected.

FRANCE.—No more elections for members of Assembly will be held in France until the elections for the new Chamber are completed. The establishment of the Senate will strengthen the hands of the reasonable French liberals and secure for France the prospect of liberty with order.

THE VIRGINES CASE may now be said to be completely dead and buried, as the final instalment of the indemnity has been paid by Spain to Minister Cushing. Pity the whole affair could not be forgotten and all record of the meanness and cowardice displayed by our government be wiped out. But it would take whole legions of angels and quite a large expenditure of tears to wash out this blot upon the national honor.

JEFFERSON DAVIS has put in his claim to be ranked as last as a reconstructed rebel. A despatch from Houston states that in an address to the Texas veterans of the Mexican war Mr. Davis exhorted them to be as loyal to the Stars and Stripes as they were brave in defending the same flag when they fought under it in Mexico. Mr. Davis himself was distinguished credit as an officer in the Mexican war, and everybody who wishes him well should be glad that his reminiscences of that brilliant campaign have awakened the sentiments of loyalty which he then felt. When even Jefferson Davis gives himself out for a good Union man it is time to bury all the animosities excited by the civil war.

THE CUSTOM HOUSE FRAUDS.—The story told in another column by District Attorney Bliss is certainly very startling. It will probably damage the reputation of some New York merchants for honesty and that strict sense of honor which ought to be the merchant's greatest pride. There is some consolation, however, in knowing that sooner or later the most skillful combinations of rogues are discovered, as it is in obedience to some natural law. We hope the government may be able to punish the guilty in an exemplary manner, and so discredit this system of public robbery, in which no many so-called respectable persons do not hesitate to engage.

Rapid Transit in Albany—Shall Corruption Rule the Hour?

While we have believed that the public opinion in favor of rapid transit would compel the passage of a complete measure for the achievement of that result we have still never ceased to regard with anxiety the attitude of some of our legislators. The vote on the Rapid Transit bill, as we print it this morning, shows that our impressions were not without foundation. Unhappily, experience in the past with our Albany statesmen convinces us that too frequently individual, political and corrupt interests are more powerful than those of the people. When a corporation has a large amount of money to expend either for the defeat or the success of any measure its influence is apt to be more potent than the indefinite expression of the public will. Our aim has been to keep the legislators under the constant observation of the public; to pursue these rapid transit discussions from step to step, so that they might always be in the light. To watch the lobby step by step moving on in its corrupt, debasing course, and to prevent, in our power, the success of any of those occult schemes by which too frequently the will of the people is surrendered to the cupidity of jobbers and politicians.

Although rapid transit is the express demand of the people of New York it is well known that there are powerful interests in this city opposed to it in every form. We have, first, the street railway combination, a rich and grasping monopoly, which can very readily afford to pay a good deal of money to remain undisturbed in the possession of its franchises. We have always felt that the building of a steam railway would not materially affect the interests of the street railways; that the local traffic would still be large, and that the Third and Eighth and Sixth avenue roads, which are now crowded beyond their honest capacity for doing business, and which at certain periods of the day more resemble Western cattle trains than passenger cars for the conveyance of human beings, would have a full and profitable local business. This would be one great advantage of rapid transit—the relief which a through steam line would afford. But rapid transit is wanted chiefly for the benefit of people who reside or wish to reside in Manhattan Island. Those who live in the flourishing cities in its vicinity are already well enough accommodated with facilities of travel between their homes and the metropolis. People residing at Yonkers, at White Plains, at Flushing or in the numerous smaller towns along the Hudson, in the county of Westchester and on Long Island, have easy and quick access to the city by the Hudson River Railroad, the Harlem Railroad and the Long Island railroads. The difficulty begins when they reach the city. A citizen of Yonkers, doing business in New York, reaches the Grand Central depot in less time than it takes to pass from the depot to his downtown store or office. Rapid transit is needed for facilitating intercourse between places within the city limits. Out of town people need it only within the city, for outside the city they enjoy it already. But they are a small fraction of the vast multitude that moves, morning and evening, through our long city avenues. Their interest in the question, so far as they have any, is of precisely the same nature as that of the dwellers on the island, and consists in a saving of the time they daily waste in passing, by our slow means of conveyance, from one part of the city to another. Rapid transit is therefore almost solely a question of internal convenience within the limits of the city. If we had rapid transit roads five-sixths of all their fares would be collected from people who live in the city. A large proportion of the people who live south of the Central Park would go home every day to lunch, moving four times a day over the steam road instead of once a day, as they do now, over a horse railroad. The saving of time to people residing above the Central Park would be about two hours daily—valuable to business men and needful to laborers, who might rise an hour later each morning and yet reach their work as early as they do at present and would gain two hours for rest or recreation. Rapid transit is needed chiefly for the accommodation of people who live in the city and who would furnish the greater part of the revenue by which the steam roads would be rendered profitable. The "way traffic" travel for short distances, going to church, making afternoon calls, shopping, attending the theatres and other necessary journeys, which, after all, take up a very large part of the citizens' time in city travel, would unavoidably fall upon the horse railways. In London, where there is a perfect system of rapid transit, the street omnibuses and cabs, which take the place of our railways, derive enormous revenues from this way traffic. The existence of a swift underground railroad, enabling the artisan or the clerk to go from the teeming roar of the city to the fresh fields of Norwood or Hampstead in a few minutes, does not essentially interfere with the legitimate gains of the internal means of communication, and so it will be with New York. If those who control our street railways would look at this matter from a common sense point of view, and accept as inevitable that the traffic has gone beyond their control and that it is necessary to find some new means for the people's transportation, they would abandon their foolish opposition to this measure and cordially co-operate in its success.

But these gentlemen do not mean to do so. They will not consent to any system of rapid transit until they are forced by the irresistible voice of public opinion. Their tactics during the present session of the Legislature show that they have under their control a lobby more than usually skilled, and evidently supplied with more than ordinary sums of money. All the old lobbyists whose names are familiar to those who know anything of Albany are swarming around the legislative halls. The tactics by which every honest bill of rapid transit has thus far been prostrated and threatened with defeat indicate shrewdness and courage. The lobby has indirectly defeated every measure that looked toward rapid transit. They have, while apparently supporting it, introduced cunning amendments the effect of which would be to take away any practical value from the measure. We have always felt that there was but one way to secure from

this Legislature any sound plan of rapid transit—to pass what is called the Common Council bill. This act, according to the record, has been passed; but it is loaded with amendments which render it nugatory. The most fatal of these amendments is that forbidding the running of a street railroad "on or along the surface of any street, road, or avenue in any city of this State upon which a street railroad has been constructed or heretofore authorized to be constructed; or to place the piers or supports of any elevated rapid transit railway on any parts of the tracks of said street railroad." There is another amendment forbidding a steam railway on Broadway or Fifth avenue or Fourth avenue. Now, on their face these amendments are harmless enough; yet when we come to analyze them we find that they really take out of the Common Council bill all its vitality. How can we build a rapid transit railway in New York that will be of any accommodation to the people without taking it either over or under one of the avenues which are now crossed by street railways. If we forbid Broadway, Fifth avenue and Fourth avenue, then we exclude all other avenues under a general provision there is no way of building a steam railway except in the air or on piers out in the river. Practically, therefore, the lobby has succeeded in passing a rapid transit measure which has no life in it at all. The vote which led to this calamity will be found on the motion to pass the bill as sent down from the Senate. We give elsewhere the names of the gentlemen who voted against this motion, and feel justified in arranging them as men who have shown themselves willing to sacrifice the interest of the people of New York and of the State in the interest of a vicious and selfish combination.

The question is now very clearly drawn. Is the railroad lobby in Albany stronger than the people of New York city? Is this combination of selfish interests more powerful than the Governor, the Mayor and the democratic party? We believe that if an earnest effort were made on the part of the democracy, at least of those who are responsible to the people for the conduct of affairs in this State, that rapid transit could still be secured. As it is corruption has carried the day.

Growth in Musical Culture.

The musical festival at Cincinnati is a most gratifying event because of the evidence it affords of the growth of musical culture among the people. In the past the works of the great composers have been made acceptable only because a few great singers invested them with something of the genius of the masters, while it was almost impossible to find a chorus and orchestra capable of doing justice to classical music. Those wants have been grievously felt at the Academy more than once, and there has been scarcely an occasion where oratorio music has found a chorus equal to the demands of such works as the "Elijah." Great prime donne and even great oratorio singers have been heard in abundance; but that musical completeness which can come only with a full and harmonious orchestra and chorus has never been attained. Even the Cincinnati festival is not a complete success; but it is weak only where it was comparatively easy to make it strong, and strong where weakness has always been considered unavoidable. It was to be expected that Mr. Thomas' orchestra would be equal to the occasion, and it was; but the perfection of the chorus is almost phenomenal. In a great measure this gratifying fact is due to the musical enthusiasm created and fostered by Mr. Thomas' efforts. Even as late as ten years ago classical music was little appreciated, and genuine musical education was out of the question. The growth has been as rapid as it was remarkable, and if the present rate of progress is continued a few years longer we shall really become a musical people. Indeed, the success of the chorus at Cincinnati seems to indicate that we have at least one musical city already, and if this example is copied as generally as it deserves to be the single swallow system of opera which has been in vogue so long will give place to the higher and better class of musical performances, as was the case in this Western festival of song. We are not of those who believe in amateur opera or oratorio any more than we believe in amateur drama, but music belongs to the people and it can only fulfil its own glorious mission when it becomes an art in which all shall be as proficient as in language or in etiquette.

The Beecher Trial.

The public will feel a great sense of relief that the testimony in this extraordinary suit is all in at last, and that nothing remains which can occupy much space in the newspapers but the arguments of counsel. These will necessarily be long, but the community are not likely to think them tiresome. Most people have been so puzzled and perplexed by the conflicting testimony, involving flagrant perjury, either on one side or the other, that they will welcome able assistance in solving the riddle. The arguments will be read with more interest than has attended the testimony of the leading witnesses. The general effect of the unexplained evidence has been to baffle the curiosity it excited and leave the public mind in the same condition of doubt which existed before the trial commenced. Taken as a whole the testimony is a maze and a mudslide, and if it were to be acted on by the jury without the arguments of counsel and the charge of the Judge it would be bewildering. Its mass is so enormous, it is so overloaded and encumbered with confusing and apparently irrelevant details, and the important parts so buried with flat contradictions, that no jury could thread their way through the labyrinth without help from counsel and the Court. The nearly universal public demand, last autumn, that this scandal should be cleared of doubt and the truth ascertained by a judicial investigation and the application of the legal rules of evidence, was founded on an overestimation of the efficiency of this means of bringing out the exact truth. Up to this stage of the proceedings the public mind is as unsettled as it was before the case was brought into court.

The summing up will begin on Wednesday, with a speech for the defendant by Mr. Porter, who will be followed by Mr. Beach for the plaintiff. Mr. Evans closing for the defendant. Mr. Evans stated to the Court yesterday that he and Judge Porter together would consume but four, or at the most five

days, and it is supposed that Mr. Beach will occupy still less time; so it is probable the case will be given to the jury at the end of the week after next. Seven days for the counsel on both sides and one day or less for Judge Neilson's charge will bring the instructions to the jury to a close on Friday, May 28.

More Mecklenburg Letters.

The interest of the Mecklenburg controversy seems likely to be as inexhaustible as the question respecting the authorship of "Junius." We print to-day two new letters, one by ex-Governor Graham, the other by Mr. A. R. Spofford, the Librarian of Congress. There are no remarks which it occurs to us to make on Governor Graham's communication that would not carry us nearer to the path of the dispute than we care to go, while surrendering so much of our space to writers whom we have invited. The attitude of neutrality which we assume during the controversy restrains us from going into the arena, but does not preclude us from making incidental observations on minor points of the argument on either side when the advocates fall into errors of haste, or do not seem quite accurate in their interpretation of what has been said on the subject by others. Mr. Spofford's letter is a clear, skillful, methodical argument against the claims of the document of May 20, and we have no inclination to contest its logical force. But he has not quite escaped the temptation which besets all writers who take a side in a controverted question, of weakening his case by over-statement. As we intend, for the present, to abstain from discussing the main question on its merits, we will illustrate our meaning by referring to Mr. Spofford's supplementary observations after the conclusion of his series of points.

He claims that our principal historians of the Revolutionary period, naming Mr. Bancroft and Mr. Lossing among the number, give the weight of their authority to the side which he advocates. The fact that Mr. Spofford thinks so indicates that he reads these authors through a bias. If they had, in fact, expressed the opinions which Mr. Spofford thinks he finds in them, such opinions should have great weight; for no two men living have devoted so much time and research to the details of our Revolutionary history. But Mr. Lossing, when he last wrote on the subject, looked with favor on the disputed Mecklenburg declaration; and as we have recent evidence that Mr. Bancroft has not changed any part of the views he expressed in the seventh volume of his history we think he cannot fairly be counted with the side which denies that there was a meeting and declaration at Charlotte on May 20. Mr. Bancroft was one of the first whose opinion on this point the HERALD asked, and he replied by referring our representative to his seventh volume for a statement of his present views. Both Mr. Bancroft and Mr. Lossing, as we read them, lean to the side maintained by Governor Graham, though cautious not to commit themselves to it unequivocally.

In Mr. Lossing's "National History of the United States," a later work than his "Field Book of the Revolution," he quotes (pp. 149, 150) the disputed Mecklenburg Declaration entire, and treats it as genuine. "These resolutions," Mr. Lossing says, "embodying a declaration of independence, and the first adopted by any assemblage of people in America, are too important, considered in their ultimate effect, to be passed by giving merely the substance." After inserting the resolutions in full Mr. Lossing goes on to say that, "Doubts having been expressed concerning the truth of the alleged Mecklenburg Convention and its proceedings, the author of this work wrote to Governor Graham, making inquiry touching his possession and the authenticity of the copy of these proceedings alleged to be in his custody. He politely answered in the affirmative." Mr. Lossing constructs his narrative on the theory of their authenticity, giving May 19 as the date of the assembling of the meeting at Charlotte, and stating the occurrences substantially as they are recited by the champions of the 20th of May Declaration. Mr. Spofford is therefore incorrect in classing Lossing on his side.

His error is regard to Mr. Bancroft is not so palpable, for Mr. Bancroft is studiously non-committal. He assigns the proceedings to "May, 1775," and carefully avoids giving a specific date to their earlier stages. His narrative is so constructed as to imply that they were protracted through a considerable part of the month, and he at last gives May 31 as the date of their completion. According to Mr. Bancroft the meeting at Charlotte assembled "some time in May," and he states that the news of the bloodshed at Lexington arrived during its consultations, which tallies with the account given by the champions of the 20th of May Declaration. Mr. Bancroft seems to convey the impression that Ephraim Brevard framed his resolution subsequent to the meeting by which the substance of them was adopted, and that they were at last formally signed by him and finally adopted by the people on May 31. "Before the month of May had come to an end," says Bancroft, "the resolutions were signed by Ephraim Brevard, as clerk of the committee, and were adopted by the people with determined enthusiasm." Mr. Bancroft's whole narrative implies that the proceedings ran through a considerable part of the month of May, and that what took place on the 31st was a mere formal authentication of what had been done at some previous meeting. That previous meeting was as likely to be held on May 20 as on any other day. At all events there is nothing in Mr. Bancroft's pages inconsistent with a meeting and declaration at that date.

THE BLACK LIST which we print to-day is commended to the attention of citizens. Every member of the Legislature who voted for this disgraceful measure for defeating rapid transit, under color of supporting it, has exposed his motives to suspicion, and it is to be hoped that none of them may be re-elected to the trust he has abused. We are sorry to be constrained to place the respectable name of Mr. Frederick W. Seward in this list, but he has chosen his company and we cannot help it. Among so many that are corrupt there are doubtless some who are only mistaken, and we refrain from applying to Mr. Seward the rule *ut inquit a sociis*. We will not judge his motives by those of his associates, but he is no true representative of the interests of New York.

Is Politician a Part of a Public Officer's Duty?

It is generally expected of a public officer that he will be pleasant and agreeable in his intercourse with the people whose servant he is and with those who are associated with him in an official capacity. A proper degree of courtesy among persons whose duties oblige them to act together in the conduct of the public business is an essential of good government. If the Mayor of a city should be naturally quarrelsome, arrogant and offensive he could scarcely look for cheerful co-operation on the part of the heads of subordinate departments. So if a subordinate officer in a city government is capricious toward his superiors and insolent with his equals in office he is a disturbing element, interfering with the harmony and efficiency of an administration. It is, therefore, as important to the public interests that an official who occupies an important public position should be possessed of courteous manners and gentlemanly instincts as that he should be a man of personal integrity and capacity.

One of the faults found with Comptroller Green is that his manners are overbearing and insolent toward all who do not happen to gain his personal friendship, or who are unwilling to yield to his caprice and dictation. Honest creditors of the city who have business with the Finance Department find themselves treated as rogues or interlopers by Mr. Green and his cross-grained employees. Citizens having business with the Comptroller's office are constantly kept kicking their heels at the clerks' desks for hours, or compelled to pay visit after visit to the department before they are able to gain the ear for the attention of its autocratic head. The meetings of the Sinking Fund Commissioners, of the Board of Apportionment, and of other bodies of which Mr. Green is a member, are disgraced by his wranglings with his associates and his assaults upon other officers of the city government. In his official acts, even down to the payment of the city's employees, the Comptroller manifests his spite toward all who happen to have incurred his ill will. He chooses to look upon the Mayor as his enemy, and he avails himself of every opportunity to fasten petty annoyances on that officer. The latest and most contemptible piece of impertinence indulged in by Mr. Green was his refusal to send to the Mayor's office for the warrants for the payment of the employees of the Public Works Department, after they had been countersigned by the Mayor. He insolently demanded that Mayor Wickham should return the warrants to the Finance Department through one of the employees of the Executive Chamber, and declared that the clerks and others in the Department of Public Works should not get their pay until the Mayor had sent back the warrants in accordance with his demand. The Mayor very properly informed Mr. Green that the Finance Department employed messengers for the express purpose of carrying warrants backward and forward, while the Executive Department did not, and, moreover, that the warrants, completed by the Mayor's signature, were valuable securities that should be especially guarded by the Finance Department. Hence he required the Comptroller or his representative to receive them from him in the Executive Chamber. Of course Mr. Green, being clearly in the wrong, was in the end forced to obey the orders of the Mayor. But the unnecessary impertinence of his action is not the less reprehensible because he eventually receded from his position, and this paltry exhibition of spite only furnishes additional evidence of his unfitness for the position he at present fills.

The Heavy Burden of City Debt and Taxation.

The statement of city debt and taxation accompanying the Governor's Message on municipal government is likely to attract much attention. It is certainly a startling exhibit. In a population of a little over two millions, embraced in twenty-four cities of the State, annual taxes are imposed of over fifty million dollars, or an average tax of nearly twenty-two dollars per head, while a debt exists of one hundred and seventy-six million dollars, or nearly seventy-six dollars per head. The total assessed valuation of real and personal estate in these cities reaches one thousand five hundred and seventy millions, and the rate per cent of taxation ranges from two dollars and twenty-four cents to seven dollars and sixty-one cents.

These figures do not speak well for the economy of our municipal governments, yet they understate the burden resting on the taxpayers of New York. The increase of population in five years cannot be estimated at twenty per cent. The increase in ten years, from 1860 to 1870, was less than sixteen per cent. Estimating the increase since 1870 at ten per cent we have now a population in round numbers of one million. In calculating how much per head it costs the people of New York to maintain their city and State governments we should take the whole amount of our annual budget, without deducting the city revenues.

The correct statement of our financial condition for the year 1874 is as follows:

Population of the city 1874.....	1,000,000
Gross bonded debt December 31, 1874.....	\$100,000,000
Exclusive of revenue bonds.....	\$100,000,000
Set off, December 31, 1874.....	\$118,187,889
Annual budget for the year 1874.....	\$69,600,000
Amount of gross debt per head on population.....	100
Amount of net debt per head.....	118
Amount of annual expense per head.....	69

The *per capita* in Governor Tilden's statement is made to appear on debt \$101.87 and on taxation \$28.98. It is evident that a calculation intended to show what our annual expenses of government are for each individual of the population—man, woman and child—should be based on our gross annual budget. Otherwise it is an unfair and deceptive exhibit.

There are some other points in the Governor's tables that deserve attention. The population of the twenty-three cities embraced therein, excluding New York, is larger together than the population of the metropolis. Yet their combined debt is very little more than one-half of the net debt of New York. The combined taxation of these twenty-three cities for 1874 was only a little over eighteen million dollars, against thirty-six millions for New York. The following statement of our public debt for five years will show how steadily under a "reform" financial policy the load has piled itself up higher and higher. We exclude from the amount of debt as far as possible the revenue

donations to anticipate the incoming taxes of the year:

Debt on December 31, 1870.....	\$75,523,249
Debt on December 31, 1871.....	102,352,634
Debt on December 31, 1872.....	118,815,229
Debt on December 31, 1873.....	129,732,024
Debt on December 31, 1874.....	135,996,237

Increase in four years, from December 31, 1870, to December 31, 1874..... 60,573,011

Governor Tilden is a man of figures. In what light does he think this exhibit places our present financial management?

THE BIRTHDAY OF THE POPE was celebrated at Rome yesterday with more than ordinary interest and marks of congratulation. This venerable Pontiff has completed his eighty-third year, and although the claims of the hierarchy, of which he is the head, were never opposed with more vigor than at the present time, their chief representative is regarded throughout the world with deep respect, and by all the members of his own communion with loving reverence. Deputations, letters and telegrams came to the Vatican in a constant stream during the day, and they must have been as grateful to the sensibilities of the man as they were satisfactory to the ruler of the Church. They expressed as much personal affection as religious devotedness, and must have been extremely gratifying to the aged Pontiff, who may, perhaps, never see another return of his birthday.

THE INTERNATIONAL RIFLE MATCH.—One Dublin letter gives interesting details about the position and form of the ground selected as the place of trial between the Irish and American riflemen in the forthcoming international match. It has evidently been chosen with a view to give the Irish team as much advantage as possible, by compelling the Americans to shoot under novel conditions. This is, of course, perfectly fair, but it warns our rifleman that they must work hard to retain the laurels won in last year's contest, for they will have to deal with adversaries who may be depended upon to leave no honorable effort to secure victory untried. The place selected for the match is significant. It is part of the famous battle field of Clontarf, where the Danish power received its great and crushing overthrow. The spot has more than once proved fatal to foreigners in struggles with the natives, and doubtless this tradition may have had some influence in deciding its selection.

THE PROPERTY OF THE NORTHERN PACIFIC RAILROAD will be sold at public auction in front of the Custom House in this city on the first Monday in August, in pursuance of a decree just issued by the United States Circuit Court of the Southern district of New York. Whoever buys it will purchase an elephant. Its lands will ultimately be of great value, but they are held on condition of building the road, and a body of capitalists must be sanguine who would undertake to carry that road through to the Pacific with such a monument of ruined expectations before them as Jay Cooke.

PERSONAL INTELLIGENCE.

Already the bathing season is lively at Biarritz, Paris is peopled by 1,500,000 Frenchmen and 400,000 foreigners.

General A. S. Diven, of Elmira, is sojourning at the Hoffman House.

What a rallying cry it would have been a few years ago, "The Metropolitan is saved!"

State Senator Oliver B. Strang, of Pennsylvania, is staying at the Grand Central Hotel.

Congressman Samuel J. Randall, of Philadelphia, is residing at the Hoffman House.

Judge Dwight Foster, of Boston, is among the latest arrivals at the Fifth Avenue Hotel.

Rev. Canon G. M. Jones, of London, Ont., has taken up his residence at the Hoffman House.

Rear Admiral William Reynolds, United States Navy, arrived last evening at the Gilesey House.

Congressman William H. Barnum, of Connecticut, and George M. Boele, of Monticello, N. Y., are at the Fifth Avenue Hotel.

Is a romance better than ruin? This is the problem of the day. It depends a little on what romance it is—and what ruin.

Eight hundred dogs slaughtered already this season in the little city of Geneva. They shut them out before they become dangerous.

A man hanged himself in Paris in the presence of his paralyzed wife, who was unable to move or cry for assistance and was so obliged to witness the horrible sight of his death struggles.

Mr. R. H. Hoyer, the author of "Pope," "Ac," has in the press a new edition of his historical tragedy of "Gustavo de Medici," entirely reconstructed. The publication will also comprise "other poems."

Dom Pedro, Emperor of Brazil, has commuted the four years' hard labor sentence against Father Camello de Andrade, ex-administrator of the hospital of Pernambuco, into one year of exile from the diocese.

Vice President Henry Wilson arrived in St. Louis from Little Rock yesterday. He was called upon by a number of prominent citizens and was an informal reception at the residence of ex-Secretary John H. Henderson last night.

Great excitement is a free family at the disappearance of a good snuffbox, richly set with diamonds, and equal satisfaction when a young gentleman of six months' residence that he had seized it as a snuffbox and buried it with his pet canary in the garden.

The educational authorities in Belgium have decided adversely the proposition to admit women to the practice of certain branches of the medical profession, but favor the notion that ordinary midwives actually in practice shall receive better instruction—which, in fact, concedes the point decided adversely.

Nautical Problem.—Suppose the good old ship Plymouth Church, full of passengers, should find herself in a sail of wind off a lee shore, and breakers, with engines stopped, masts carried away, her hull full of water and pumps choked, what would you do to save the lives of those on board? Answer promptly.—Hocquet.

There is a man in Paris with a great project. He proposes to light that city with his lamp. He wants a big lamp and wants to suspend it at a proper height by means of a balloon. His argument is that all Paris can be lighted on that plan as well as an open house. The authorities have a prejudice against his plan, because he boards in a rustic alyria.

M. A. Coubert, the French Commissioner to the Centennial Exhibition at Philadelphia, called upon the President in Washington yesterday morning, with a letter of introduction from Minister Washburne. M. Coubert is engaged to look into the educational system of our country especially, and he is now investigating the subject with a view to making such improvements in the French system as may be advisable.

The Emperor of Brazil has abandoned all idea of voyaging abroad, during the present year at least, owing to the advanced pregnancy of the Princess Imperial, Princess Edua, whose first child was stillborn last year. In consequence, it is said, of the voyage from Europe back to Rio Janeiro, which the empress of the opposition and the fears that birth abroad would be hereafter alleged as a bar to succession to the throne of the empire forced the government to require from the Princess, despite the advice of the Parisian doctors. This time the young Princess will not be allowed to come even to Rio Janeiro, but will remain at Petropolis, to avoid the risk of a carriage drive and of the waist travel.